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FLYING SAFETY SUMMARY FOR AUGUST 1957

Stated below are the only incidents that occurred in [redacted] during the month;

INCIDENT: 15 August 1957 - Loss of Hydraulic Pressure

During descent from altitude, the hydraulic pressure began fluctuating at 24,000 feet. The pilot shifted out of gust position and approximately one minute later the pressure dropped to 2700 PSI. Anticipating a complete loss of hydraulic pressure, airspeed was reduced to 130 knots and wing flaps extended to 15 degrees to assure at least partial flaps for landing. As flaps were extended the pressure dropped to 500 PSI then increased to 2000 PSI and finally dropped to zero pressure. Descent was continued and landing made using 15 degrees flaps and with speed brakes bled in approximately 50 percent.

CAUSE: Failure of the steel hydraulic pressure line leading from a pressure "T" takeoff to the landing gear selector valve. Break occurred where the MS (ER) sleeve cutting edge grips the line. Attributed to improper procedure at factory in attaching the MS (ER) fitting or over-torquing the nut during initial factory installation.

INCIDENT: 28 August 1957 - Loss of Hydraulic Pressure

Approximately one hour and 30 minutes after take-off while observing the hydraulic pressure gauge, pressure was noted to drop from 3000 to 2800 PSI and then immediately fall to 1000 PSI. The pilot continued to monitor the gauge and in approximately two minutes elapsed time the pressure bled off to 200 PSI. At this time, fuel pressure went to zero, the pilot aborted his mission and returned to the local area. On the first approach for landing a go-round was necessitated as airspeed was too high for touchdown with the aircraft in clean configuration. Airspeed was reduced slightly on the second approach and a no flap, no speed brake landing accomplished without incident.

CAUSE: A weatherhead flex line leading from a pressure takeoff to the hydraulic system pressure transmitter came loose in flight causing loss of hydraulic fluid and subsequent loss of pressure. Possible cause of the Flex line "B" nut working loose could be attributed to improper installation of the flex line. With strain on "B" nuts plus engine vibration there is a strong tendency for the line to work loose.

Corrective action taken on the foregoing two incidents and previous incidents of hydraulic system failure has been the submission of a UR and several reports to the factory apprising them of the nature of each failure.

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Major, USAF
Flying Safety Officer